

**Minutes**  
**Toll Bridge Advisory Committee**  
**Meeting of August 23, 2002**

**Schedule Update\***

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September 6	Dumbarton Rail and Union City Intermodal Station and San Mateo-Hayward Bridge Reversible Lane
September 13	Project presentations from SF MUNI, Golden Gate, AC Transit, and City of Vallejo
September 20	BART Access Plans; bicycle access; eBART Antioch extension; BART Oakland Airport Connector; Alameda County CMA projects; Marin SMART link San Rafael to Larkspur
September 27	Project presentations on Transbay Terminal, Caltrain baby bullet & Dumbarton West service

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\*All meetings to be held at 2pm, in the Alameda County CMA Offices located in downtown Oakland at 1333 Broadway, Suite 220.

**Express Bus Program Presentation**

***Presentation 1: County Connection***

Cindy Dahlgren of County Connection presented Contra Costa County and Southern Solano County Express Bus program which is based on a plan completed in December 2001. Cindy emphasized that the presentation was on behalf of all operators in Contra Costa County, including County Connection, TriDelta Transit, WestCat and AC Transit. Additional information on expansion of Vallejo Transit express bus services was presented orally.

On the air quality side, there is interest in retrofitting their vehicles with cleaner filtering systems and some funding would hopefully be used for this purpose.

Regional Transportation Planning Committees had endorsed the plan, with the exception of Southwest Area Transportation Committee which had concerns about local support for the HOV flyovers.

Stuart Cohen asked about whether the use of 27 passengers per hour, as the assumed ridership was an input to the model. Cindy said that it was and added that it was conservative.

Ezra Rapport asked about the sustainability reserve and Cindy said that it was not included in the cost estimates. Cost estimates also do not include the expansion of bus yards, if necessary, to support an expanded fleet. These estimates can be pulled from some operators' SRTPs and can be developed for others.

It was also noted that the basis for comparison was existing transit service and no examination was made as to how the transit would compare to driving although the new riders are assumed to be new *transit* riders, not diverted transit riders.

The travel time savings assume programmed HOV lane improvements, such as Highway 4 which should go to Somersville Road by 2005.

### ***Presentation 2: Caltrans***

Kit Curtis of Caltrans District 4 presented the department's view of express bus and the major capital improvements needed to realize its potential in the region. Kit emphasized the importance of intermodal connectivity, such as park and ride lots, intermodal hubs and transit villages. In addition, infrastructure components necessary to regional express bus include HOV lanes, interchange and ramp modifications and ITS.

The Caltrans proposal does not include a reversible lane on the San Mateo Bridge to support express bus service. This is a topic for future discussions.

Stuart Cohen asked if Caltrans wants to be an express bus operator. Lenka Culik-Caro responded that it is too early for them to play that role and that for now, their goal is to play a bigger role in planning.

Bob McCleary pointed out that parking facilities, bus parking facilities, and direct HOV connectors are crucial to making an express bus system work.

Ezra Rapport said that new toll revenue for the Bay Bridge and southern bridges is likely to be oversubscribed with other projects, but this is not yet the case for the northern bridges. He pointed out that infrastructure (such as new HOV lanes) is the key to making express bus work, but that the capital costs (estimated to be \$1.8 billion in Caltrans presentation) are daunting and far surpasses the revenues available from the bridge toll increase. Given that, we should focus on the smaller projects with immediate benefits, such as auxiliary lanes and possibly shoulders, in the northern corridors.

Ezra also commented that the HOV master plan underway does not address express bus operations and focuses more on connecting road segments..

In wrapping up the discussion, Ezra said that the goal at this point is to submit an expenditure plan to the voters in March 2004, with the hope that counties will follow up with request for additional sales tax measures in November 2004 in order to have maximum leveraging opportunities. Ezra added that he is trying to work with all project sponsors privately, as well as at these meetings, and invited people to contact him personally.

Bob McCleary said that their next sales tax measure would include express bus.

Cindy Dahlgren commented that County Connection has had lots of good contact with Caltrans, and observed a tremendous shift in focus towards transit. Dennis Fay echoed these comments, saying that he is very encouraged with Caltrans. He added that when we look at freeway-to-freeway connectors we need to be careful not to foreclose HOV-to-HOV connectors in the future.

### **Upcoming Issues**

The next meeting will be held on September 6<sup>th</sup> and will focus on the Dumbarton Rail Project. Participants should tell Ezra by September 6<sup>th</sup> if they have other projects they would like to cover in future meetings.